	HOTH	2-12-A-0404	a a	
UNTRY	Foland	2-02 CONFIDENTIAL	DATE DISTR. 10 May	19 48 DX1-HUM
BJECT	Arrangements for and Communication	Wartime Transport	NO. OF PAGES 3	
CE QUIRED			NO. OF ENCLS.	
TE OF INFO			SUPPLEMENT TO REPORT NO.	50X1-HUN
S Document Coutains the United States in Fig. 19 and 32, as and 113 content in any e 1150 by Law. Defous a importation Contain Defues uncessary of	MEORNATION AFFECTIVE THE NATIONAL FRINT NIC DEALING OF THE REPORTING THE TOTAL THROUGH THROUGH THROUGH THE TOTAL THROUGH THROUGH TH	DEFECTION TO THIS IS UNEVALUATED TO THE THIS IS UNEVALUATED THE THIS IS UNEVALUATED TO THE THIS IS UNEVALUATED THE THIS UNEVALUATED THE THIS UNEVALUAT	ED INFORMATION FOR THE R INED INTELLIGENCE ANALYST	
1.	Transport	·		
*** ``	In the event of w	ear, all major transport w	ill be concentrated on mo	ving
.2 55M	equipment, and sup	pplies. Two routes are co	nsidered in this connecti	lon:
2 55M		towice via Krakow		
- 55N + 55N) b. Bialystok - P The first route i and has all the n	Poznan via Warsaw and Kutn B already adapted for dea accessary installations an	ling with increased traff d sidings. On the other	hand.
- 55N + 55N .1 58N	The first route i and has all the n the transport cap of the Warsaw jun Warsaw to Lowicz, matters stand now hours.	Poznan via Warsaw and Kuth as already adapted for dea accessary installations an acity of the second route action, the supplementing and the construction of a a, these routes can transp	ling with increased traff d sidings. On the other will depend on the clear of the one-track sector i number of sidings. As ort 20,000 persons per 24	hand, rance 'rom
- 55N + 55N 1 58N	The first route i and has all the n the transport cap of the Warsaw jun Warsaw to Lowicz, matters stand now hours.	Poznan via Warsaw and Kuth as already adapted for dea accessary installations an acity of the accond route action, the aupplementing and the construction of a a, these routes can transp	ling with increased traff d sidings. On the other will depend on the clear of the one-track sector i number of sidings. As ort 20,000 persons per 24	hand, ance rom
- 55N + 55N 1 58N	The first route i and has all the n the transport cap of the Warsaw jun Warsaw to Lowicz, matters stand now hours. Comment: T	Poznan via Warcaw and Kuth as already adapted for dea accessary installations and accity of the second route action, the supplementing and the construction of a these routes can transp this is the first mention and all official maps show	ling with increased traff d sidings. On the other will depend on the clear of the one-track sector i number of sidings. As ort 20,000 persons per 24 of a one-track sector bet this to be a double trace	hand, ance rom
- 55N + 55N 1 58N	D. Bialystok - P The first route i and has all the n the transport cap of the Warsaw jun Warsaw to Lowicz, matters stand now hours. Comment: T Warsaw and Zowicz full operation.) Commen	Poznan via Warsaw and Kuth as already adapted for dea accessary installations an acity of the second route action, the supplementing and the construction of a by, these routes can transp this is the first mention All official maps show t:	ling with increased traff d sidings. On the other will depend on the clear of the one-track sector i number of sidings. As ort 20,000 persons per 24 of a one-track sector bet this to be a double track ingle track.)	hand, ance rom
- 55N - 55N .1 58N .41 551	D. Bialystok - P The first route i and has all the n the transport cap of the Warsaw jun Warsaw to Lowicz, matters stand now hours. Comment: T Warsaw and Zowicz full operation.) Commen	coznan via Warsaw and Kuth a already adapted for dealecessary installations and acity of the second route action, the supplementing and the construction of a part of the second routes can transport is the first mention. All official maps show the second routes are the second routes can transport is the first mention. All official maps show the second routes are the second routes are the second routes.	ling with increased traff d sidings. On the other will depend on the clear of the one-track sector i number of sidings. As ort 20,000 persons per 24 of a one-track sector bet this to be a double trac lingle track.) he War Ministry he Winistry of National	hand, rance rom ween50X1-HU k in
- 55N + 55N .1 58N	The first route i and has all the n the transport cap of the Warsaw jun Warsaw to Lowicz, matters stand now hours. Comment: T Warsaw and Zowicz full operation.) Commen in 1946 Rail Bridges under the lowing special perense (M.O.N.), a. at Mapy acros b, at Malkinia a c. at Przemysł a d. in Warsaw acr	coznan via Warcaw and Kutn as already adapted for dea accessary installations an acity of the second route action, the supplementing and the construction of a begin the second route and the construction of a begin the first mention and the construction of a begin the first mention and the construction of a begin the first mention and the construction and the constructions issued by the begin the second construction of the construction of	ling with increased traff d sidings. On the other will depend on the clear of the one-track sector is number of sidings. As ort 20,000 persons per 26 of a one-track sector bet this to be a double trace ingle track.) he War Ministry he Winistry of National of the following bridges m. N.E. of Warsaw)	hand, rance rom ween50X1-HU k in
- 55N - 55N - 55N - 41 55N	The first route i and has all the note transport cap of the Warsaw jun Warsaw to Lowicz, matters stand now hours. Comment: T Warsaw and Lowicz full operation.) Comment in 1946 Rail Bridges under Following special Perense (M.O.N.), a. at Lapy acros b, at Malkinia a c. at Przemysi a d. in Warsaw acros at Poznan, St. 2. at Modlin and fill of Szczecin (M.S.)	coznan via Warcaw and Kutn as already adapted for dea eccessary installations an acity of the second route and the construction of a acity of the second route acity of the s	ling with increased traff d sidings. On the other will depend on the clear of the one-track sector is number of sidings. As ort 20,000 persons per 25 of a one-track sector bet this to be a double trace ingle track.) he War Ministry he Winistry of National of the following bridges m. N.E. of Warsaw) see the Warta stula	hand, rance rom ween50X1-HU k in
55 N 55	The first route i and has all the note transport cap of the Warsaw jun Warsaw to Lowicz, matters stand now hours. Comment: T Warsaw and Lowicz full operation.) Comment in 1946 Rail Bridges under Following special Perense (M.O.N.), a. at Lapy acros b, at Malkinia a c. at Przemysi a d. in Warsaw acros at Poznan, St. 2. at Modlin and fill of Szczecin (M.S.)	coznan via Warsaw and Kutn as already adapted for dea accessary installations an acity of the second route action, the supplementing and the construction of a begin to the first mention and the construction of a begin to the first mention and the construction of a begin to the first mention and the construction of the second are second Protection of the second pro	ling with increased traff d sidings. On the other will depend on the clear of the one-track sector is number of sidings. As ort 20,000 persons per 25 of a one-track sector bet this to be a double trace ingle track.) he War Ministry he Winistry of National of the following bridges m. N.E. of Warsaw) see the Warta stula	hand, rance rom ween50X1-HU k in
25 W 55 W	The first route i and has all the note transport cap of the Warsaw jun Warsaw to Lowicz, matters stand now hours. Comment: T Warsaw and Lowicz full operation.) Comment in 1946 Rail Bridges under Following special Perense (M.O.N.), a. at Lapy acros b, at Malkinia a c. at Przemysi a d. in Warsaw acros at Poznan, St. 2. at Modlin and fill of Szczecin (M.S.)	coznan via Warsaw and Kutn a already adapted for dea eccasary installations an acity of the second route action, the supplementing and the construction of a begin to the first mention and the construction of a begin to the first mention all official maps show t: It was at that time s r Special Protection of t instructions issued by t particular care is taken s the Narew cross the Bug (about 85 k cross the San oss the Vistula arojeka and Kostrzyn acro Sandomierz across the Vi Stettin) across the Odra about 12 km. N.E. of Ziel	ling with increased traff d sidings. On the other will depend on the clear of the one-track sector is number of sidings. As ort 20,000 persons per 26 of a one-track sector bet this to be a double trace ingle track.) he War Ministry he Winistry of National of the following bridges m. N.E. of Warsaw) ss the Warta stula ona Gora/Grünberg)	hand, rance rom ween50X1-HU k in
55 N 55 N 55 N 55 N 55 N 55 N	The first route i and has all the note transport cap of the Warsaw jun Warsaw to Lowicz, matters stand now hours. Comment: T Warsaw and Zowicz full operation.) Comment in 1946 Rail Bridges under Following special Perense (M.O.N.), at Mapy across by at Malkinia at Marsaw across the Malkinia at in Warsaw across to at Przemysi at in Warsaw across to at Poznan, St. 2 at Modlin and in Szczecin (M.C.) CLASSIFICATIO	coznan via Warcaw and Kutn as already adapted for dea accessary installations an acity of the second route action, the supplementing and the construction of a begin to the first mention All official maps show t: It was at that time s r Special Protection of t instructions issued by t particular care is taken s the Narew cross the Bug (about 85 k cross the Bug (about 85 k cross the Vistula arojeka and Kostrzyn acro Sandomierz across the Vi Stettin) across the Odra about 12 km. N.E. of Ziel ON SECRET CONTROL-U.S.	ling with increased traff d sidings. On the other will depend on the clear of the one-track sector is number of sidings. As ort 20,000 persons per 26 of a one-track sector bet this to be a double trace ingle track.) he War Ministry he Winistry of National of the following bridges m. N.E. of Warsaw) ss the Warta stula ona Gora/Grünberg)	hand, rance rom ween50X1-HU k in

Sanitized Copy Approved for Release 2011/06/27: CIA-RDP82-00457R001500500010-3

-SECRET

CONFIDENTIAL

50X1-HUM

SECURE CONTROL-U.S. OFFICIALS ONLY

CENTRAL INTELLIGENCE ACENCY

3. Reconstruction of Bridges and Roads

The following reconstruction work has been carried out:

- e. Lignica (Liugnitz) rail bridge across the Bobr river on the Bolesjawiec (Bunzlau)-Zebraydowa (Siegeredorff) marte.
- b. Nysa (Neisse) the road bridge was hurriedly reconstructed by 1 December 1947 under pressure from Soviet authorities.
- c. Tozew rail bridge over the Vistula.
- d. Rudziniec (Rudzinitz), district of Gliwice (Gleiwitz)-en
 10 November 1947 the rail bridge, 60 m. long, over the
 Gliwice Canal was put in commission and a connection was
 thus obtained on the Gliwice-Pyskowico (Fredskretschem) line.
- e. Opole (Oppeln) apart from the already existing connection between Gliwice Kedzierzyn (Kendrzin) Coole Rychweld (Reichwalde), plans have been made for a road leading castward.
- f. A road was opened on 15 November 1947 from Wroclaw (Breslau) to Sycow (Gr. Wartenberg) via Cleonica (Cele).
- g. The Berlin Bydgoszcz road is being widehed and trees removed.
- 4. The Warmia Canal

This has been put in commission; it connects the Mazurian lakes with Elblag (Elbing).

5. Investment Plan of DCKP Gdansk (District State Railway Administration

Gdansk) for 1948. (See attached sketch map)

- a. Reconstruction of the second track on the Emiljanowo-Bydgoszcz line and the construction of a bridge across the Brda.
- Reconstruction of switches and safety installations on the Bydgoszcz - Gdansk (Danzig) - Gdynia line, as well as on the Nomawies - Bydgoszcz Wschod - Koscierzyna (Derant, P55/M66) -Gdynia route,
- c. Clearance and extension of the port approaches,
- 6. Conversion of Tracks to Normal Gauge.

All broad-gauge tracks inside Poland have been converted to normal gauge.

7. Construction of New Reilway Line

A new railway line from Tomaszow Mazowiecki to Radom is under construction.

SECRET CONTROL-U.S. OFFICIALS CHIX

CONFIDENTIAL

SECRET

Sanitized Copy Approved for Release 2011/06/27 : CIA-RDP82-00457R001500500010-3

SECRET COMPINENTIAL

SECRET CONTROL-U.S. OFFICIAIS ONLY

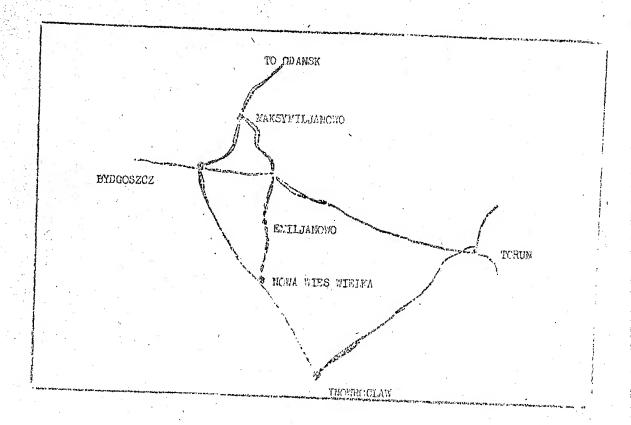
CENTRAL THISLITGENCE AGENCY

25X1

--3--

8. Telephone Lines

- a. There is a main telephone line running along the Deblin Radom Kielce Krakow Katowice railway line.
- b. A similar line runs from Biala Podlaska (\$53/146) via Tarsaw, along the road to Foznan, and themes via Gorzow to the Sovier Zone of Gormany. Both these lines are checked and inspected daily.



SEGMET CONTROL-U.S. OFFICIALS CMIY

COMPIDENTIAL

SECRET